



Aviation Investigation Final Report

Location:	VAN NUYS, California	Accident Number:	LAX91FA366
Date & Time:	August 23, 1991, 18:11 Local	Registration:	N9507C
Aircraft:	PIPER PA-32RT-300	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	6 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

THE RECENTLY CERTIFICATED COMMERCIAL PILOT LOADED THE AIRPLANE TO APPROXIMATELY ITS MAXIMUM CERTIFICATED GROSS WEIGHT. HE THEN ATTEMPTED TO TAKEOFF USING ONE NOTCH OF WING FLAPS ON THE 4,000 FOOT LONG RUNWAY. AN 8,000 FOOT LONG RUNWAY WAS AVAILABLE. IT WAS A HOT (98 DEG. F.) DAY AND DURING THE GROUND ROLL THE PILOT OVERROTATED, SCRAPED THE TAIL SKID, AND ELECTED TO ABORT THE TAKEOFF. INSUFFICIENT DISTANCE REMAINED TO STOP. THE AIRPLANE OVERRAN THE DEPARTURE END OF THE RUNWAY, COLLIDED WITH A FENCE AND A DIRT BANK, AND THEN CAUGHT ON FIRE. PRIOR TO THE FLIGHT, THE PILOT'S TOTAL 'IN COMMAND' EXPERIENCE IN THE AIRPLANE WAS 1.0 HOUR. PERFORMANCE DATA INDICATED THAT USING PROPER CONTROL INPUTS AND USING TWO NOTCHES OF WING FLAPS, THE AIRPLANE MIGHT HAVE SUCCESSFULLY BEEN ABLE TO TAKEOFF USING THE SHORTER RUNWAY.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: (1) THE PILOT'S IMPROPER PREFLIGHT PREPARATION; (2) THE PILOT'S FAILURE TO FOLLOW THE AIRPLANE MANUFACTURER'S PERFORMANCE DATA BY HIS SELECTION OF AN IMPROPER FLAP POSITION FOR TAKEOFF; AND (3) THE PILOT'S CHOICE OF A RUNWAY TOO SHORT FOR A SAFE TAKEOFF. FACTORS RELATED TO THE ACCIDENT WERE: (1) THE PILOT'S TOTAL LACK OF EXPERIENCE IN THE AIRPLANE WHICH WAS MANIFESTED BY HIS IMPROPER POSITIONING OF THE WING FLAPS; AND (2) THE PILOT'S IMPROPER STABILATOR CONTROL USAGE DURING ROTATION FOR TAKEOFF.

Findings

Occurrence #1: MISCELLANEOUS/OTHER

Phase of Operation: STANDING - PRE-FLIGHT

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. (C) PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
3. (C) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. (F) LOWERING OF FLAPS - INADEQUATE - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAKEOFF - ROLL/RUN

Findings

5. (F) ROTATION - EXCESSIVE - PILOT IN COMMAND
6. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. (F) STABILATOR - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #3: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

8. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

Occurrence #4: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

9. OBJECT - FENCE

Occurrence #5: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAKEOFF - ABORTED

Findings

10. TERRAIN CONDITION - DIRT BANK/RISING EMBANKMENT

Factual Information

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	19, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	Yes
Medical Certification:	Class 2 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	February 28, 1991
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	561 hours (Total, all aircraft), 3 hours (Total, this make and model), 363 hours (Pilot In Command, all aircraft), 45 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	PIPER	Registration:	N9507C
Model/Series:	PA-32RT-300 PA-32RT-30	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	32R-7885051
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	January 2, 2000 Unknown	Certified Max Gross Wt.:	3600 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	I0-540-K1G5D
Registered Owner:		Rated Power:	300 Horsepower
Operator:	SAN-VAL FLYING SERVICE	Operating Certificate(s) Held:	None
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	VNY ,799 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	18:12 Local	Direction from Accident Site:	1°
Lowest Cloud Condition:	Clear	Visibility	25 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:	0°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	37°C / -18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:		Type of Flight Plan Filed:	None
Destination:	LAS VEGAS , NV (LAS)	Type of Clearance:	VFR
Departure Time:	18:10 Local	Type of Airspace:	

Airport Information

Airport:	VAN NUYS VNY	Runway Surface Type:	Asphalt
Airport Elevation:	799 ft msl	Runway Surface Condition:	Dry
Runway Used:	34	IFR Approach:	None
Runway Length/Width:	4000 ft / 75 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	Aircraft Damage:	Destroyed
Passenger Injuries:	5 Serious	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	On-ground
Total Injuries:	6 Serious	Latitude, Longitude:	34.189628,-118.489791(est)

Administrative Information

Investigator In Charge (IIC):	Pollack, Wayne
Additional Participating Persons:	KIM BARNET TOM PRYDE; VAN NUYS , CA CHARLES LITTLE; CHINO , CA
Original Publish Date:	January 22, 1993
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=27022

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).